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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law. C-O-N-F-I-D-E-N-T-I-A-L 50X1-HUM NO FOREIGN DISSEM COUNTRY USSR (Ukrainian SSR) REPORT SAS-Kommunar Plant at SUBJECT 2 July 1964 DATE DISTR. Zaporozhye (PLANT DESCRIPTION, MANPOWER, NO. PAGES PRODUCT DESCRIPTION, PLANNED REFERENCES PRODUCTION) DATE OF 50X1-HUM INFO. PLACE & 50X1-HUM DATE ACQ THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. Three brief reports on the SAS-Kommunar Plant at Zaporozhye [N 47-49, E 35-11] 50X1-HUM A diagram of the plant is included. The earliest report (February 1963) indicated that only the old type of Zaporozhye automobile was manufactured in any quantity at the plant but that five experimental automobiles were undergoing trial runs at that time. Discussions about which one of these five should be selected for serial production were then in progress and production was scheduled to begin sometime in 1963. 50X1-HUM serial production of the new model Zaporozhye would begin in late May 1963 and the plant management had been 50X1-HUM asked by the responsible ministry to display some models at the Frankfurt Automobile Exhibition. As a side line, SAS-Kommunar produces agricultural tractor trailers in small quantities and a special part called a "torsion bar". 50X1-HUM torsion bars are parts of a tank or tracked vehicle. a cross-country 50X1-HUM vehicle, serving mainly for military purposes, is being built at the plant. 50X1-HUM

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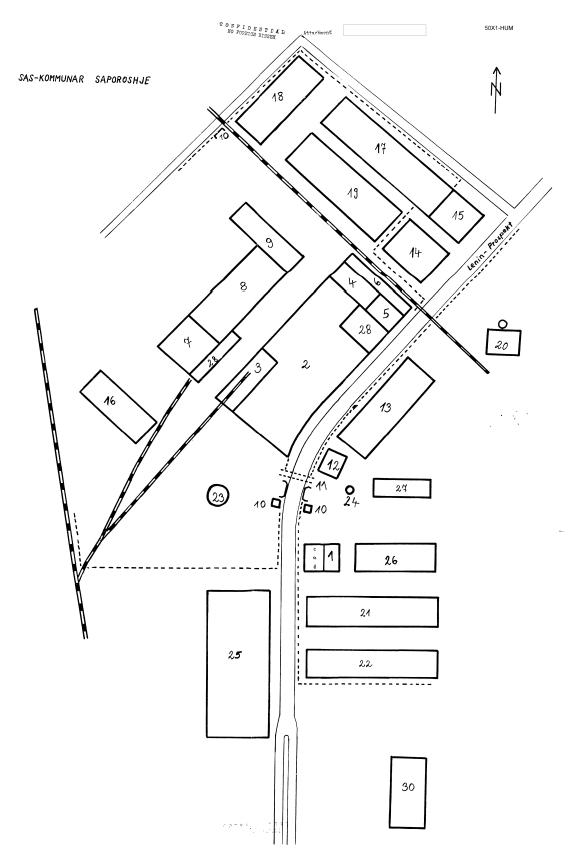
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took place in late February 1963 between the SAS management and representatives of an unidentified ministry concerning the question of which one of those 5 types should be chosen for serial production. It is intended to start production of the new Saporozhez in the course of the year 1963. The serial production is planned to include for the first time the installation of car radios.

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6. Small trucks and transporters also undergo trial runs. No information could be obtained on whether the production of these vehicles is also to commence in the SAS-Kommunar automobile plant in Saporczhe.

50X1-HUM

- 8. SAS-Kommunar is said to reach its final construction stage by about 1966/67; a daily output of approx. 300 vehicles is expected for that time.
- 9. Here and there officers in uniform from all branches of service were observed in the plant. The function of these persons could not be definitely identified; it is believed that they are responsible for the acceptance of vehicles.
- 10. As a side line SAS-Kommunar produces among other things agricultural tractor trailers (mostly single-axle) in small quantities.
- 11. The engines for the vehicles produced in SAS-Kommunar come from the Helitipol plant which is known for its constant delivery difficulties.
- 12. Legard to a sketch of the SAS-Kommune plant in Saporouse is given on the next page. The sketch itself is an annex to this report.

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SAS-Kommunar Automobile Plant in Saporoshe/USSR

Legend:

Administration:

1st floor: cashier's office and wages

bureau

2nd floor: 1a) secretariat

1b) management

1c) chief engineer

2 Assembly

Spare-parts depot for accessory parts/supplying firms

Galvanic plant

Grindery

6 Bureau lavatories

7 Technical bureau

6 Foundry - cleaning room
9 Pressing and punching machines
10 Gate - plant police (uniform: blue coat; pistol, carbine)

11 Underpass (pedestrians)

12 Labor exchange (provsoyus)

13 Automatic hall 14 Club/theatre

15 Dwelling-House/inn

16 Hall under construction

17 Supposedly agricultural machinery

19 Experimental department (2nd floor: translation office; design department)

20 Powerhouse (chimney)

21 Tractor hall (according to label)

22 Foundry

23 Bunker

24

25 Radio factory (independent)

26 Unknown

Old galvanic plant 27

28 Varnishers

29 Haterial depot

30 Saporozhe railroad station

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